

CD NO.

INFORMATION REPORT

DATE DISTR. 8 February 1952

NO. OF PAGES 2

25X1

☐ **Declassified**

SUPPLEMENT TO

THIS IS UNEVALUATED INFORMATION

25X1

2. The employee strength of the Reichsbahn on 15 November 1951 stood at 283,300. This included 48,700 persons working at maintenance installations, such as roundhouses, locomotive and car repair shops, etc. Of the total strength, 13.7 per cent are women. It is intended by 1955 to raise the female percentage to 23 per cent, or a total of 64,150 women. At present, approximately 20,000 of the total number of employees are apprentices for operational and maintenance jobs or understudies for administrative positions. This figure of succession employees has increased by about 2,000 during 1951.
3. During the fourth quarter of 1951, seven locomotives were converted to coal dust burners, making a total of 62 such engines at present. An average of nine coal dust engines is regularly under repair.
4. The Schwerin roundhouse harbors 25 passenger and freight locomotives, four switch engines, and three diesel engines. An average of eight engines is constantly under repair.
5. Repair of freight cars in all Reichsbahn shops is being seriously handicapped by a critical shortage of replacement parts. Even ordinary wood screws are lacking for the most necessary work. S-Bahn equipment is also

CONFIDENTIAL

Approved For Release 2009/03/20 : CIA-RDP82-00457R010300420004-1

CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY

25X1

- 2 -

rapidly deteriorating. On one day, 8 December 1951, of 12 trains operating over the Königs-Wusterhausen-Falkensee S-Bahn line, eight were detained because of equipment failures, chiefly in connection with motors. Fuses have to be replaced on almost every trip on some lines where electric current fluctuations are severe.

6. Rolling stock maintenance formerly performed at the Potsdam roundhouse has been shifted to the roundhouses at Brandenburg/Havel and at Seddin.
7. The double-tracking of the line Frankfurt/Oder - Fürstenberg - Guben is expected to be completed early in January 1952.
8. Railway bridges under construction or reconstruction in the DDR are being equipped with demolition chambers.
9. Express trains Nos. 13, 14, 147, and 148, which have formerly tied up at Anhalter Bahnhof and at Grunewald in West Berlin, now tie up in Potsdam after completing their runs.
10. Trains running from Erfurt to Berlin have recently been subjected to strict passenger controls, in which traveling railway employees appeared to be particular targets. Two compartments have been reserved on the daily express for the purpose of conducting physical searches of persons.
11. Although Soviet military aircraft have been arriving by rail in the DDR, packed in wooden cases, no such outgoing shipments have been observed. Between 28 November and 4 December 1951, however, about 20 jet aircraft crossed the DDR border in flight eastbound over Bad Schandau.
12. On 13 December 1951, a train of aviation gasoline tank cars running from Jüterbog-Altes Lager to Nerneuchen met with an accident at a crossover near the Nerneuchen station. A truck collided with the train, and two tank cars burned. Three Soviet soldiers were fatally injured.
13. The border troop train shuttles now use mainly Müstlin-Kietz and Guben instead of Frankfurt/Oder. Most of the shuttles run between these border points and Cottbus.
14. Between 18 November and 9 December 1951, 12 special freight trains moved from Jüterbog-Altes Lager to Nerneuchen, hauling heavy machinery and equipment and gasoline tanks.

CONFIDENTIAL